

INFORMATION REPORT

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REFERENCES

1. Construction on the Kiskunlachaza military airfield began in the spring of 1952; about March 1953 electrical and sanitary installations were being completed. It may be assumed that the airfield is now in operation.
2. This field is to relieve congestion at the airports of T8k81 and Kunmadaras.
3. As of beginning of May 1953, there were no aircraft at the field. The only Air Force unit at the base was an RKZ (ground personnel) battalion, UIN 4793, which consisted of 450 - 500 men.

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Annex: Sketch map of the Kiskunlacháza Airfield (with legend)

Legend to the enclosed sketch of the Kiskunlacháza Airfield

1. 2-story headquarters building, about 60 x 20 m.; it houses operations and the airfield commander's living quarters.
2. 2-story headquarters building, also 60 x 20 m.; it contains offices and living quarters.
3. 3-story building, 60 x 20 m.; it contains officers' quarters, the officers' club, a study room, and offices.
4. Radio and meteorological station.
5. Hangars, each about 85 x 35 x 18 m.; made of brick, with corrugated sheet metal roof.
6. Troop quarters buildings, each about 60 x 20 m. and 2 stories high; each room contains 10 - 12 beds.
7. Concrete parking area for aircraft, about 600 or 700 m. long and about 150 m. wide.
8. Concrete apron leading to the runway.
9. Concrete runway, which could be extended at both ends. At present, it is about 1,600 m. long; when extended, it will be 2,000 m. long; it is 80 - 100 m. wide.
10. The airfield's railroad station.
11. Storehouses.
12. Fuel dump enclosed by barbed wire; there are three underground storage tanks, each with a capacity of about 150 tons.
13. Branch railroad tracks leading to the airfield.
14. Branch line, leading from the Apaj railroad station to the fuel dump.
15. Garages and machine shops.

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